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"JERSEYANA"



President's Message

Here I am again! The picture of my little guy was a very pleasant surprise! He really did enjoy the YN program at the GSNA. He is, however, more interested in fossils than in exonumia and we are gearing up for an expedition within a week or two.

I should acknowledge how grateful we are to the GSNA for providing a venue for our annual meeting. That meeting, as Gary has indicated, was really delightful and members brought very interesting exonumia for "show and tell." The "show and tell" should be part of our meeting from now on. It was good to see George Skic "Hale and hearty."
I also like the notion of members contributing to our journal. Thanks David, Dennis and Jim!

In my request for any info on Vanderbilt exonumia, David Gladfelter responded that he has just acquired a New York Central certificate with an engraving of Vanderbilt. But, even better, he has a scrip note of the York and Jersey Steamboat Co. signed by Gibbons. Now, that is one really neat item! Let me go on a little about Gibbons and Ogden.

It wasn't just about business competition. Gibbons hated Ogden and vowed to ruin him. Ogden, also an attorney, got involved in a family dispute over the Gibbons daughter. All sorts of lurid activities were rumored. At one point Gibbons came to Ogden's door with a horsewhip and, supposedly, Ogden ran out the back door and jumped over a fence. Gibbons made good on his threat to ruin Ogden and Ogden was confined in debtor's prison in New York. But Ogden had been a hero in the Revolution and an old boyhood friend had the New York legislature pass a law that veterans of the war could not be confined. Who was the friend? Aaron Burr!

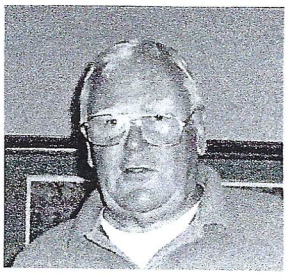
Just a few remarks to get you to look over Mead Hall. Gibbons son was a horse breeder and a southern sympathizer with hundreds of slaves. He lost it all in the war, including Mead Hall. Daniel Drew was a teetotaller who began his fortune by driving cattle from upstate New York and gave them lots of salt, then watered them before selling. The

cattle were sold by weight. Drew had very poor social skills (to say the least) and was generally not welcome in houses like that of Vanderbilt (whose social skills could also be criticized but not only did he have money but was good with his fists). Drew bought Mead Hall and gave it to the Methodist Church (noted to have a steadfast stand against alcohol at the time) for a theological seminary. When I used to be invited to receptions in Mead Hall, it always amused me to think of Daniel Drew as I sipped a glass of wine.

Catching up on Reading - Pedro

August 11th's Coin World carried (to me) an interesting article by David T. Alexander entitled "An unforgotten pastor." Alexander begins by talking about "so called dollars" and the fact that a revised book on the same had appeared in early 2008. Neither edition of the book provides the stories behind the medals (which many of us find most fascinating). In this case the medals being referred to by Alexander are from Philipsburg New Jersey (HK 627 and HK 628).
They are the Phillipsburg 38.5 mm bronze and white metal Columbian Celebration medals of 1892. These show a statue of Columbus erected in 1892 and a bust within the legend "STS. PHILIP & JAMES CHURCH, PHILIPSBURG, N.J., REV. R.E. BURKE, RECTOR." The medals were commissioned by Father Burke and sold for a dollar to pay for the statue erected. He was born in Ireland in 1849, ordained in New York in 1876 and died in 1922. Not mentioned in the article (which has a fuller description of the medal) is the nature of the church. My suspicion is that it was overwhelmingly Irish at the time. Philipsburg was a major transportation and ironworking center based on coal from the Lehigh Valley and rich iron ore from the New Jersey Highlands. Large numbers of Irish were involved in these activities. Can anyone shed more light on this?

Pete



Hi, Mr. Patterson

My name is Zachary Beier. I just joined the New Jersey Exonumia Soceity a couple of months ago. I have an article for Jerseyana on my trip to the Seminar and my new interest in elongated coins. It is almost around 500 words, so I think it is a reasonable size. So, here it is.

Summer Seminar---A new interest in coin collecting developed.

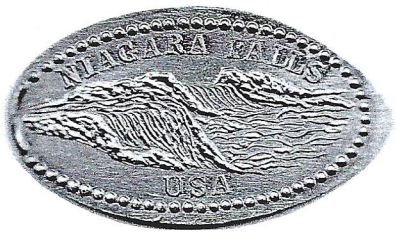
I just came back after two weeks of fun and excitement at the American Numismatic Association's Summer Seminar located in Colorado Springs, Colorado. It was the most incredible time I ever had in my life. I learned several things out of both of the courses I took there, met a lot of people that I had heard so much about, and got to see some spectacular sights and places. I had signed up to take courses that would help me with my current coin collecting interests, so I was taking a class titled "Collecting U. S. Type Coins" and then "Introduction to Early American Coppers". And both of those courses were awesome. What I wasn't expecting from the seminar was to begin a whole new area/branch of coin collecting but that is what happened.

During my trip, one area of coin collecting that really sparked my interest was elongated cents. I had previously just collected elongated coins whenever we stopped at a rest stop or tourist attraction. But when I got to Colorado and saw all the elongated machines and even a elongated dime machine, I got more interested in the area of elongated coins. I got to see both types of elongated coin machines used: the hand-crank type(which is more fun) and the electric press-the-button type (which does the work for you). Pike's Peak alone had over sixteen different designs. I was able to fill up my entire elongated coin book



just before it was time to go. Before I left, I heard of a guy who makes his own elongated coins, Ray Dillard. He has the most extensive elongated coin collection ever assembled, and he is a member of The Elongated Collectors Club; TEC for short. He made some special elongated type sets for the YN Auction at the Summer Seminar this year, because it was the Summer Seminar's 40th Anniversary. While I was in Colorado, I looked up the history of elongated coins and I found out a lot of things I didn't know about. Apparently, someone made an elongated $3 gold piece and then sold it on Ebay for thousands of dollars. I also didn't know that elongated coins were first made in 1893, the year of the World's Columbian Exposition in Chicago. I also didn't even know that elongated coins could be made into all different denominations, ranging from large cents to gold coins. Since leaving the seminar, I have started buying a variety of elongated coins and have obtained some Barber coinage, an elongated Morgan dollar, and elongated Presidential dollars. I plan to use these coins in an exhibit on the history of elongated coinage at the Ocean County Coin Club's Jersey Shore Coin Show to be held on September 6th, 2008. So, any of you are welcome to come see it. It only costs 51 cents to see it (just kidding)!

Zachary M. Beier







Al Zaika
201 Bergen Avenue
Bellmawr, NJ 08031

New Jersey Exonumia For Sale

87 different elongated coins	$ 53.00
130 different encased cents	$ 425.00
55 different R.A.M. Chapter Pennies	$ 360.00
27 different F. & A. Masons tokens and medals	$ 60.00
12 different car wash tokens	$ 15.00
73 different parking tokens	$ 40.00
74 different video arcade tokens	$ 22.00

Reference Material

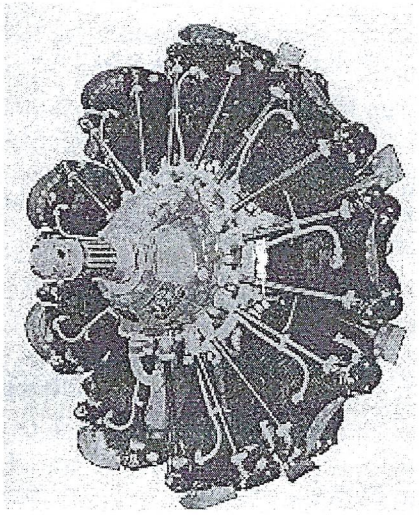
Atlantic City buyers Guide, 1935-1936 edition	$ 5.00
Polk's, 1926 Atlantic City directory	$ 40.00
1921 Elizabeth directory	$ 30.00
1921-1922 New Brunswick directory	$ 30.00
1905 Paterson City Directory	$ 35.00
1914 Farm and Business directory of Hunterdon and Somerset Counties	$ 25.00
1948 Dun and Bradstreet New Jersey directory	$ 15.00
1876 and 1914 New Jersey section of Bradstreet directories	$ 30.00

Please add postage and insurance, thank you.

PAID AD.

Wright Aeronautical Engines 1937 - USA

Home Page | Engine Index



This version of the nine cylinder G Cyclone R-1820-G2, has a rating of 1,000 horsepower for take-off.

Wright Aeronautical Corporation, Paterson, N. J., the aircraft engine manufacturing division of the Curtiss-Wright Corporation, announced that during the first six months of 1936 more than 1,300 of their Wright Whirlwinds and Cyclones had been sold to aircraft manufacturers, air line operating companies and military services throughout the world. These orders represented the sale of more than 1,077,000 hp. More than 1,000 of the 1,300 engines sold were of the Wright Cyclone type, used extensively in large air transports and military aircraft. The orders for 1,000 Cyclones were believed to represent a new peace time sales record for high-powered aircraft engines over a six months period. Of this number over 700 were Cyclones of the 1,000 hp type which was released for domestic and commercial sale during the summer. Designated as the Wright Series G Cyclone, the 1,000 hp model was introduced to the commercial market on the 10th anniversary of the Cyclone Series. To date the Wright Aeronautical Corporation has produced over 25,000 engines of which over 11,000 were of the radial aircooled type.

Over 600 of the 1,000 hp Cyclones on order were scheduled for delivery to the U. S. Army for installation in the new **Douglas B-18** twin engine and Boeing B-17 four-engine bombers. Others were used to power the Douglas DC-3 DST transports placed in service by American Airlines. During 1936 the Wright Aeronautical Corporation produced five distinct series of aircraft engines. They were the Wright Cyclones F and F-50 and the Wright Cyclone G Series high-powered, nine cylinder radial aircooled engines; the single-row Whirlwind series of five, seven and nine cylinders; the 14 cylinder Wright double-row Whirlwind Series, and the Curtiss Conquerors.

The Wright G Cyclone Series represented the latest aircooled aircraft engine developed by

the company. Although of the same displacement (1,820 cubic inches) as the F and the F-50, the G Series engines incorporated many refinements and improvements in design principal. Among them was a new cylinder which has a cooling fin area of 2,800 square inches against 1,000 square inches in other Cyclone models. Advancement in foundry technique in the Wright Aeronautical foundry, made possible the casting of cooling fins on the G cylinder head as closely spaced as the teeth on a comb and nearly two inches in depth over the combustion chamber. Cylinder barrels were of Nitralloy steel, nitrided to obtain a cylinder bore with a surface with three times the wear resistance of ordinary heat-treated cylinder barrels. Five large nitriding furnaces were installed to accommodate the daily output of Cyclone G cylinders. More accurate fuel control and the improved cylinder heads on the G Cyclone engine permitted a rating of 1,000 hp at take-off with a weight in certain models of 1.07 pounds per horsepower and fuel consumption of .43 pounds per horsepower at cruising speed.

Other features of the design and construction of the G Series Cyclones were automatic lubrication of the valve gear from a built-in system devoid of all external lines or tubes, mechanism for the operation of two-position hydro-control and constant speed propellers, an accessory section provided with the driving mechanism necessary to meet all of the requirements of modern military and civil transport service, the dynamic damper counterweight which counteracts torsional vibration at all crankshaft speeds and removes all restrictions in the operating range, full pressure baffling of the cylinders, improved oil seals and refinements in the supercharger and induction systems to increase altitude performance.

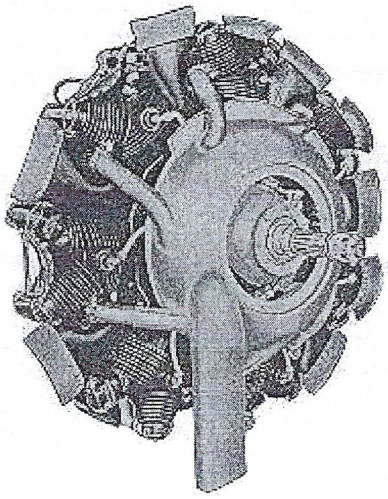
The G Cyclone was produced in four geared models and their direct drive counterparts. These were the Cyclone GR-1820-G1 rated at 940 hp for take-off, 825 hp at sea level, and 850 hp at 3,000 feet; the Cyclone GR-1820-G2 rated at 1,000 hp for takeoff, 810 hp at sea level, and 850 hp at 5,500 feet; the Cyclone GR-1820-G3 rated at 875 hp for take-off, and 840 hp at 8,700 feet; and the Cyclone GR-1820-G6 rated at 820 hp for take-off and 815 hp at 10,500 feet.

The various G Cyclone models differ only with respect to the amount of supercharging applied. The G-1 has a blower gear ratio of 5.95 to 1; the G-2 a blower ratio of 7 to 1; the G-3 a blower ratio of 8.31 to 1 and the G-6 a blower ratio of 8.83 to 1. All the G Series engines are of the nine-cylinder radial aircooled type and have the following characteristics: bore, 6.125 inches; stroke, 6.875 inches; compression ratio, 6.45 to I; diameter, 54 1/4 inches; length, 43 1/4 inches; dry weight (geared) 1,163 pounds, (direct drive) 1,068 pounds.

The F-50 Series Cyclone was produced in four direct drive models and their geared counterparts. These were the Cyclone R-1820-F52 rated at 890 hp. for take-off, 745 hp at sea level, and 775 hp at 5,800 feet; the Cyclone R-1820-F53 rated at 785 hp for take-off, 685 hp at sea level, and 745 hp at 9,600 feet; the Cyclone R-1820-F54 rated at 655 hp for take-off, 605 hp at sea level, and 690 hp at 15,300 feet; and the Cyclone R-1820-F56 rated at 785 hp for take-off, 695 hp at sea level, and 755 hp at 11,300 feet.

Like the engines of the G Cyclone Series, the models of the F-50 Series are identical except for the amount of supercharging applied. All are nine-cylinder radial, aircooled engines. The F-52 has a blower gear ratio of 7 to 1; the F-53, a blower gear ratio of 8.31 to

1; the F-54 a blower gear ratio of 10 to 1, and the F-56, a blower gear ratio of 8.83 to 1. Characteristics common to all F-50 models are: bore, 6.125 inches; stroke, 6.875 inches; compression ratio, 6.40 to 1; diameter, 54-1/8 inches; dry weight, (geared) 1,070 pounds, (direct drive) 975 pounds.



This seven-cylinder model has ratings of 235, 250, 285 and 320-350 horsepower.

The single-row Whirlwind models of five, seven, and nine cylinders, which have been under development for over 16 years, were also refined during 1936. The ratings of the series were: five-cylinder 175 hp.; seven-cylinder 235 hp; 250 hp, 285 hp and 320-350 hp The nine-cylinder Whirlwinds of 330 hp, 365 hp, and 420-450 hp were characterized as "deluxe equipped" Whirlwinds due to their many standard and special features. These engines were provided with automatic valve gear lubrication, a new type of nose exhaust collector ring with built-in carburetor intake and air heater, dynamic damper counterweight, mechanism for the operation of the two-position hydro-control propeller, a three-way drive for the operation of a vacuum pump, a fuel pump, and a constant speed propeller governor, full pressure baffles provided with blast tubes for the cooling of the accessories and ventilation of the engine compartment and heating or cooling and ventilation of the cabin of the airplane; two mounting diameters provided by two sets of mounting lugs, the larger of which, corresponding with that of the Cyclone, provides greater accessibility in installations where the engine is mounted in rubber; complete radio shielding for ignition wiring, spark plugs, and magnetos, and the dynamic damper.

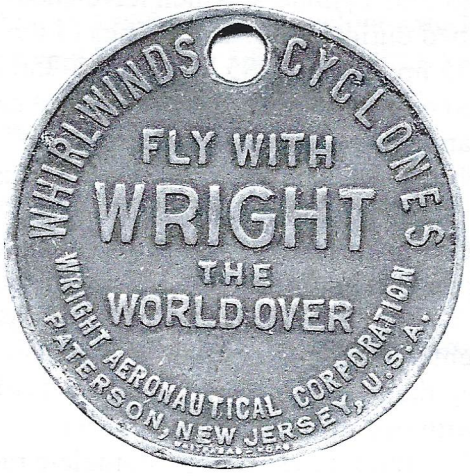
Some of these features are also provided in the Whirlwinds of 250 hp, 285 hp, 330 hp and 365 hp. The following specifications are common to all Whirlwinds, parts of which are over 90 per cent interchangeable: bore, 5 inches; stroke, 5.5 inches and diameter, 45 inches. Weights, compression and blower ratios vary with individual models.

Development was continued in the higher horsepower categories with the double row Whirlwinds designed for military service. These engines now have ratings as high as 900 hp for take-off and 800 hp at 6,000 feet.

The Curtiss Conqueror, a 12 cylinder V-type engine, used by the Army Air Corps for installation in high speed combat planes, was offered as a geared engine rated at 655 hp and 675 hp. The Conqueror is the only liquid-cooled engine built on a production basis in the United States. It may be operated with either water or Prestone as the coolant.

The factory and foundry of the Wright Aeronautical Corporation at Paterson, N.J., comprises more than 650,000 square feet of floor space. During 1936 the Wright Company pioneered in the installation of Magnaflux testing equipment for the inspection of steel parts, nitriding equipment and furnaces to provide a super-hard bore in Cyclone cylinder barrels and machinery for the grinding of studs. All steel parts of Wright engines are subjected to the Magna flux test which shows up defects which might not be discernible under microscopes of 10 to 20 diameter enlargement strengths. The Wright installation of Magnaflux equipment, like its installation of nitriding equipment, were the first to be made in this country.

During 1936 the Wright Aeronautical Corporation also, set up a modern experimental testing laboratory which is equipped to make endurance tests on engines of outputs up to 2,500 hp.





INFORMATION AND TOKEN (Copper-32mm, made by Whitehead & Hoag) SENT IN BY MEMBER DENNIS BERUBE.



Remember these ? These Good Luck pieces were popular in the 1940's & 50's at Amusement Parks, Railroad Stations, Airports etc. I would guess the pieces from the Airports would be the hardest to locate as the average person wasn't flying like they are today. A few years back I picked up one for Al Zaika from the Reading R.R. where he worked. These can be found in junk boxes at coin shows and flea markets for around 25¢ each. Lately a few collectors noticed that there are enough different varities of them to form a nice collection. On my recent trip back to PA. I found the one from Camp Kilmer (N.J) at a local flea market (in a junk box). gp













A RAG PICKER'S DELIGHTS

David D. Gladfelter, NLG

Much of today's supply of collectable obsolete paper money is in fairly ratty condition. Bank note paper of the obsolete era was fragile to begin with, not to mention the ordinary-quality paper used by local printers to turn out scrip notes for merchants and store keepers. So it is not surprising that, after surviving circulation more than a century ago and being stored thereafter in accumulations and collections under varying degrees of temperature and humidity control, these items frequently show foxing, wrinkling, pinholes, tears, spots and worse. Occasionally they fell to pieces while still redeemable, so in order to preserve their value, their holders carefully pasted, taped and even stitched them back together before passing them along in payment to the next person. Paper money collectors recognize and accept such flaws as inevitable, and for that reason have earned for themselves the nickname "rag pickers." Only recently has the slabbing craze taken hold of paper money collecting; many of the older collectors (myself included) detest these slabs and the obsession with condition that accompanies them. Not a single paper money lot in the series of 21 Ford collection sales was in a slab, although they are beginning to reappear that way upon reconsignment.

Shown herein are some of the more interesting "rags" I have managed to pick from time to time. None of them are "Wait-listed". All have stories to tell, which I hope you will find as fascinating as I do.

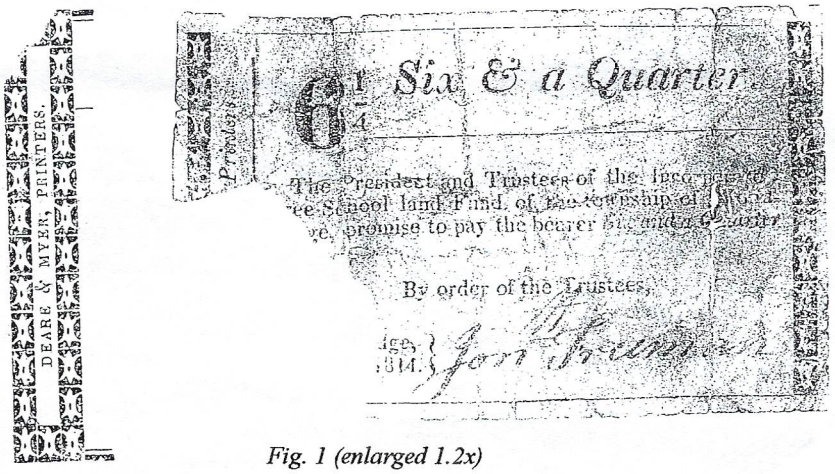


Fig. 1 (enlarged 1.2x)

First off is this 6¼ cent scrip note of the Incorporated School Land Fund of the Township of Woodbridge (Fig. 1). It dates to the War of 1812 period when locally printed scrip took the place of hoarded specie as a circulating medium of exchange. As you see, a big piece has fallen out of the note, but nothing critical is missing – the issuer, place, year of issue (although not the exact date), denomination, and signature are all intact. Although the printer's imprint is torn away, we can infer that this note came from the shop of Deare & Myer, since the side border design matches that on Wait 1989 and other notes which have that imprint (see detail). While the 6¼ cent denomination may look strange to the modern eye, it is the dollar equivalent of the Spanish half-real piece that circulated widely in New Jersey at that time, the Spanish milled dollar being a "piece of eight" reales.

What was a "school land fund," you might ask. Well, prior to 1817, New Jersey did not have a public school system. In that year the Legislature took the first step toward establishing such a system by enacting the State School Fund. By 1829 this fund had grown to $245,000 and the first appropriations

were made, to locally elected "school committees" who built school houses and licensed the teachers. By 1838 more than 1,200 school districts had been formed (today we have fewer than half that number). The new constitution adopted in 1844 provided for free public schools for all school age children.

Woodbridge, one of New Jersey's earliest municipalities (chartered and laid out in 1669), appointed its first schoolmaster in 1689. He was followed by a succession of contract teachers. In 1701 the township set aside a piece of land of "about ten rods" for a school house to educate the children of poor people (those with means sent their children to private or parochial schools). In 1735 it appointed a committee to lease out and manage the school lands, and accumulate the income from them for use of the school. In 1766, with £533 in the fund, a vote was taken whether to draw upon this fund "for ye Schooling of Poor People's children;" the vote was negative. By 1775 the fund had grown to £1,063, then dwindled to £480 after the Revolution. After 1789, interest earned on the fund, together with funds from a dog tax, were regularly appropriated for the schooling of poor children.

Who was Jonathan Freeman, other than president of the School Land Fund and the signer of its scrip note? He was a carpenter and builder of the First Presbyterian Church of Woodbridge, in 1803, replacing the original 1675 building. Freeman and members of his family are buried in the church cemetery, along with a man known only as Jack. Jack was a slave who died in 1825. On his decorated headstone is the inscription "In memory of Jack a colour'd man who belonged to Jonathan Freeman. He was a faithful servant … " Slavery did exist in 1820s New Jersey, and assessment records show slaves, as well as cattle, horses and land, listed as property upon which taxes were levied.

Despite its 339 year history, Woodbridge has produced little in the way of exonumia. The King's printer, James Parker, did print all issues of New Jersey bills of credit from 1755 to 1764, and all bear his imprint. But Woodbridge businesses issued no Hard Times tokens per Low, no Civil War tokens per Fuld, no merchant or trade tokens per Rulau, no transportation tokens per Atwood and Coffee, no food stamp change tokens or swastika tokens per Patterson, no bimetallic or hard rubber tokens per Schenkman, and only one parking token per Feisel, one amusement token per Schopp, and one encased cent per NJES (all standard references on the various topics). Other than the newly discovered (in a lot of Connecticut paper) School Land Fund scrip note, Woodbridge has no obsolete paper money listed in Wait. Damia Francis's New Jersey token listings include the parking token, a national bank token and two 300th anniversary medals, but nothing else. So the School Land Fund note will be a welcome addition for "Woodbridgeana" collectors.



Fig. 2 (full size)

Next we have an unusual engraved scrip note, also dated 1814, issued by Buck & Stratton of "Bridgtown" (Fig. 2). The note, with the imprint of J. Bower, is payable in "Camden" bank notes (the

only bank in Camden then was the State Bank at Camden). Again, a large piece of the note is missing, but fortunately no important information is lost. At the center is a delightful vignette of a sloop approaching a dock and warehouse. Was this sloop sailing on the Cohansey River, at Bridgeton, Cumberland County, or on the Rancocas Creek, at Bridgetown (now Mount Holly), Burlington County? Judge Elmer's history of Cumberland County provides the answer: "Stratton & Buck" carried on the largest retail business in Cumberland County in the 1812-1836 period, in a "store at the corner of Broad and Atlantic Streets" in Bridgeton. They founded a glass works there in 1836. John P. Buck and Nathaniel L. Stratton were the partners. The works burned down in 1841. Buck died the following year.

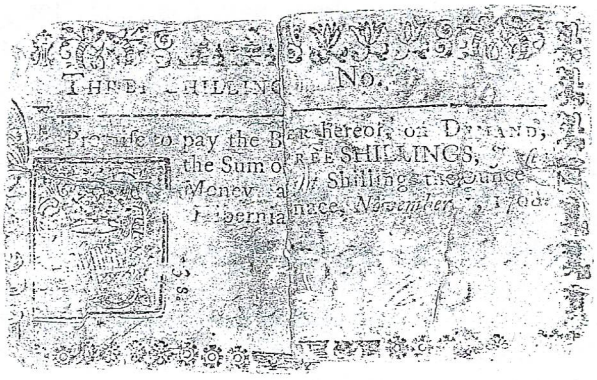


Fig. 3 (full size)

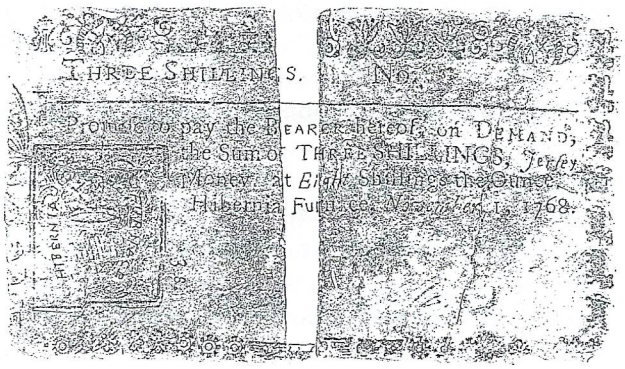


Fig. 4 (full size)

Last, and most certainly not least, is a small change bill from New Jersey's colonial period, indeed the second oldest surviving scrip note of our state with a November 1, 1768 issue date (Fig. 3). It was issued by a Morris County iron works, Hibernia Furnace, in the denomination of three shillings. At the date of issue, the furnace was owned by three partners, James Anderson, Benjamin Cooper and William Alexander, known as "Lord Stirling" on the basis of his claim, never officially recognized, to a lapsed Scottish peerage. Stirling purchased the works as a speculation, but although it went into production and even furnished materiel for the Revolution, it was not profitable. Stirling became sole owner in 1773 and issued another series of scrip notes the following year (Wait 744 and three additional denominations listed in the Wait supplement). He served as a major general under Washington, but lost the works to creditors after 1780.

The 1768 note is signed and numbered, but the signature is too worn to make out. It was printed from a typeset form on a letterpress, most likely by James Parker, but without imprint. Of interest is the cut at left of an Irish harp with the words HIBERNIA FURNACE at the sides; this cut has not been seen anywhere else. This specimen is split in half and sewn back together in the fashion of the times; all printing is legible or decipherable despite the repair. Perhaps some future owner will tease apart the threads to make the entire note visible; in my view this is unnecessary. A "doctored" version of the note is shown in Fig.4.

All three of these "rags" are presently unique. So if you limit your paper money collecting to slabbed specimens grading MS65 or better, don't hold your breath for these. Be a rag picker, discover your own relics of our history, and enjoy them – beat up though they may be.

REFERENCES

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William A.Whitehead, Contributions to the Early History of Perth Amboy and Adjoining Country (New York, D. Appleton & Company, 1856).
Roscoe L. West, Elementary Education in New Jersey: A History (Princeton, D. Van Nostrand Company, Inc., 1964).

CLUB NEWS

Thank you Steven Kawalec LM#40 very much for the cash donation to the club.

We welcome new member Michael Turrini, President and Editor of the California Exonumist Society. You can contact him at P.O.B. 4104, Vallejo, CA. 94590-0410

George Skic has pass information on an auction exclusively for World's Fair and Exposition Items. Bidding ends Oct. 21th. If you are interested email info@worldsfairauction.com or call (904) 825-1723

One new ad rec'd this month – Ridgewood, N.J. Bicentennial Bronze Medal made by the Medallic Art Co. of Danbury, CT. Each one is Serial Numbered and in original box. $10. P.P. Send for my free exonumia price list. Steven Kawalec, P.O.B. 4281, Clifton, N.J. 07012 or call (973) 868-9258 or email owlprowler@aol.com

There is a correction to the 1850 Freehold & Tuckerton U.S. Mail Stage (last issue). The term "Blue Ball" was used when passangers were waiting for pick up at a hotel or inn. In Shrewsbury there is the "Blue Ball House" (cor. Of Rt. 35 & Sycamore). But the stage oringated from Freehold and went to the Blue Ball Hotel in Howell, N.J., then known as Turkey, N.J. The Hotel was located on Rt. 524 & South St. and then on to Bregen Works.

In catching up on my reading I learned that we have to add to his accolades that our outstanding member Jim Majoros has received the ANA's Medal of Merit in Baltimore. I Regret not being there but my son had rented a villa on the Yucatan and invited us to spend A week with him, his wife and our new granddaughter. I love coins and medals and Jim but Could not refuse! Pete

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Dennis, David & Zachary Thanks for all the help in this months issue – I appreciate it.

More References from David Gladfelter on his "A RAG PICKER'S DELIGHTS" article.

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